

## RAILROADS ARE PREPARING FOR STRIKE EMERGENCIES

**Making Plans to Prevent Any Tying Up of Traffic and Necessary Food Supplies for Greater New York—City Authorities Have Made Plans to Supply New York With Milk and Perishable Foodstuffs by Motor Truck—Twelve Hours Notice Will Set the Fleet of Motors in Motion—Executives Regard Threat of Strike by the Shop Workers as a Bluff.**

New York, June 28.—Railroad officials row afternoon about the hour the executives go into session.

with plans to circumvent any tying up of traffic and necessary food supplies for Greater New York in the event the railroad shop-repairmen and maintenance men went on strike, but the threatened strike Saturday.

Confidence was expressed at the office of the New York railroads entering New York city that at that time there would be no food shortage would result for the metropolis, because of the strike. Railroads, however, are being asked to be sure that the strike would not be interrupted. The railroad men are being asked to be sure that the strike would not be interrupted.

ties have made plans to supply New York with milk and perishable foodstuffs. The city's food supply is the port of New York authority revived its rear old organized design to supply Greater New York with fuel and foodstuffs. The city's food supply notice will set the organization in motion. It is said.

Laborers estimated that more than 125,000 workers would be involved in Greater New York in a strike of the car repairmen, maintenance men and clerks.

L. F. Loree, president of the Delaware & Hudson railroad and chairman of the eastern presidents' conference, which ended about 10:30 p.m. at the Commodore Hotel, said the roads had no reason for expecting the strike with the union men.

**McCORMICK THREATENS LABEL**

"Labor doesn't start Saturday afternoon," he said. "Sunday is not a working day. Monday is the first day of the Fourth of July and the holiday is not a working day either. It looks to me as though the leaders, in calling a strike for Saturday, may be trying to get the public to believe that the strike is for one day. I am figuring it won't cost them much to idle four days. They would pretty much idle anyway. It would be a fine way to find out what the public thinks and to determine what measures the strike might provoke."

**REPAIR SHOP WORKERS  
VOTE TO GO ON STRIKE**

Elizabeth, N. J., June 23.—Two thousand repair shop railroad workers in Elizabeth today voted to go on strike Sunday according to Charles McIntosh, union delegate. The vote was 98 per cent in favor of striking, he said.

It was Mr. McCormick's first statement since he went to the Western State hospital for an operation almost two weeks ago, and he made it plain that he was not in any danger of death. The stories that he had taken advantage of the unfortunate circumstances of a fellow man to deprive him of a vital organ.

**WAGE REDUCTION OF PENN. LESS THAN OTHER ROADS**

Detroit, June 28.—(By The A. P.)—The wage reduction announced for maintenance of way employees on the Pennsylvania system yesterday, generally averaged less than that considered in effect on other railroads throughout the country by the United

"That is utterly untrue," he said, "I pointed out that when the rumor first became current, I was in the hospital, and I attended him in the hospital, less a denial that a human gland was used." "This denial," said Mr. McCormack, "was made in some of the columns of the newspapers which printed the original story."

States railroad labor board, according to a report received at the general headquarters of the United Brotherhood of Maintenance of Way Employees and Railway Shopmen at Camden, N. J.

One exception was in the case of carpenters, according to information here, who were cut four cents an hour, or 22 cents an hour, according to Pennsylvania records compared with the rate of one cent an hour, or \$2.04 monthly, according to the board's figures.

The five-cent hourly cut for section men was approved by the Pennsylvania board as applied by the Pennsylvania, according to the brotherhood informant; shop rates are \$10 an hour, compared with eight cents an hour, compared with six cents an hour.

The injured miners were in serious condition, but it was expected that they included two members of the state militia and seven miners from the same mine who were killed when the roof fell on them. The other four miners were injured when the roof fell on them. The other four miners were injured when the roof fell on them.

ed with the severe to nine cent schedule applied by the board. It was added, and the assistant general manager said that hourly by the Pennsylvania adjustment, commorated with five cents in the labor board order.

**TWO POSSIBLE MEANS OF  
AVERTING RAILROAD STRIKE**

Chicago, June 28 (By the A. P.).—Two

possible means of averting the threatened call strike of 400,000 shopmen scheduled for 10 a.m. Monday. The strike, in turn, followed by what B. M. Jewell, head of the shop unions, termed the "last word" to the railroad. The strike would be the association of railway executives last night.

The executives, by coincidence, were expected to meet in Chicago tomorrow afternoon, and local railroad executives

New York, June 25.—Creditors of stock brokerage firm of Kardos & Burke failed for \$3,000,000 were introduced at a meeting today that the two partners, Joseph M. Kardos and Burke, United States and governor of Nebraska, and Louis Montgomery Kirk, were penitents. The creditors were told that the firm was liquidated by Burke and Kardos, but neither ap-

The certain rejection of the union proposal, therefore, left, in the opinion of the railroad men, no alternative but to strike.

One was that a conference between the union leaders and the executives might be called to consider the strike. But when it was reached a technical dispute might be acted upon, over which the railroad labor board, according to the union, would have no jurisdiction. The second act would take jurisdiction as it did in the big four brotherhoods' strike last year, and act to prevent a

The other was that if the strike is called, the board could also take jurisdiction under the act, on the ground that the strike would interrupt commerce, and order the men back to work.

Ben W. Hooper, chairman of the board, said that the board would consider the case tonight. The action of the board in the threatened strike last October was influenced by the fact that the men had threatened to strike the day after the strike on the first, second and third days of the strike.

the board has never had occasion to act in any strike of consequence, the chairman denied to state what the federal body's interpretation of the transpiration act on that point would be.

Mr. Maxwell, returning also to discuss the "mobility" conference tomorrow with the railway executives, said "a statement" would be given out tomorrow.

1. The first part of the document is a letter from the author to the editor, dated 10/10/1910. The letter discusses the author's recent visit to the United States and his observations on the state of the country. He mentions that he has been very much impressed by the progress of the country and the high level of civilization. He also mentions that he has been very much interested in the work of the American people and the high level of their intelligence. He concludes the letter by expressing his hope that the United States will continue to progress and that the American people will continue to be a source of inspiration to the rest of the world.